





## INTIMATION

A. S. WATSON & CO.,  
LIMITED

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

## SHERRY.

Per doz. Per bot.

|  |       |         |        |
|--|-------|---------|--------|
| B. SUPERIOR PALE DRY,<br>Dinner Wine, Green Seal<br>Capsule                                    | ...   | \$12.00 | \$1.00 |
| C. MANZANILLA, PALE<br>NATURAL SHERRY,<br>White Capsule  | ...   | 13.50   | 1.20   |
| CC. SUPERIOR OLD DRY,<br>PALE NATURAL<br>SHERRY, Red Seal<br>Capsule                           | ...   | 16.00   | 1.40   |
| D. VERY SUPERIOR OLD<br>PALE DRY, Choice Old<br>Wine, White Seal Capsule                       | 18.00 | 1.50    |        |
| E. EXTRA SUPERIOR OLD<br>PALE DRY, Very Finest<br>Quality (old bottled),<br>Black Seal Capsule | 27.00 | 2.25    |        |

B, C, & CC are excellent Dinner Wines  
D and E are After-Dinner Wines of a  
very fine Vintage.

GUARANTEED SUPERIOR XERES  
WINES.

The following Wines, bottled in Europe,  
have been specially selected, and procured  
from the celebrated firm of Messrs. Geo.  
G. SANDEMAN, Sons & Co., of London,  
Oporto and Xeres:—

|                 |     |         |        |
|-----------------|-----|---------|--------|
| LIGHT DRY       | ... | \$16.50 | \$1.40 |
| SOLEIRA         | ... | 24.00   | 2.00   |
| VERY PALE DRY   | ... | 24.00   | 2.00   |
| FULL GOLDEN     | ... | 27.00   | 2.25   |
| PALE DRY, NUTTY | ... | 30.00   | 2.50   |
| FINE OLD BROWN  | ... | 40.00   | 3.50   |

## MADEIRA.

Per doz. Per bot.

|      |     |         |      |
|------|-----|---------|------|
| GOOD | ... | \$16.50 | 1.40 |
| FINE | ... | 27.00   | 2.25 |

A. S. WATSON & CO.  
LIMITED.

THE HONGKONG DISPENSARY.

[31]

## NOTICE TO CORRESPONDENTS.

Our communications relating to the news columns  
should be addressed to THE EDITOR.  
Correspondents must forward their names and ad-  
dress with communications addressed to the Editor  
not for publication, but as evidence of good faith.  
All letters for publication should be written on  
one side of the paper only.  
No anonymously signed communications that have  
already appeared in other papers will be inserted.  
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## The Daily Press.

HONGKONG OFFICE: 14, DEW VUE ROAD, CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 3rd June, 1903.

Last year Mr. A. Mosely did one of those  
quiet, unobtrusive acts which often in their  
results serve to make or mar a country.  
He offered to pay the travelling expenses  
of a number of delegates from the Trade  
Unions of England who were to go over to  
the United States, and examine for them-  
selves the conditions and mutual relation-  
ships of employer and employed, and find  
out whether there was any truth in the  
statements that have recently been made  
that many of the industrial arts were pass-  
ing from Great Britain and making a home  
for themselves in the States; in case this  
should be the fact, then to examine from  
their own point of view the causes that were  
at work in inducing this transfer from one  
side of the Atlantic to another of industries  
in which the British workman up till  
recently found himself unchallenged. No  
pressure was put on the delegates to  
bias their opinions one way or the  
other, so that the series of reports which  
have recently been published may be looked  
upon as a fair expression of the views of  
the working classes on the topics proposed.  
Many people have expressed themselves  
disappointed by the results, mainly on  
account of the want of unity amongst the  
members; a further consideration of the  
conditions proposed will, however, go far  
to disabuse the mind of the impartial reader  
of any such opinion, and will go far to  
prove the bona-fides of the whole. It  
would, in fact, be a very suspicious circum-  
stance, and imply some genuine conclusion,  
did the various members of the delegation  
produce reports that could in any way be  
made to bear the semblance of having been

made to order, and so as to give utterance  
to the views of one or other party amongst  
the working classes. Even on the general  
question of the momentary superiority or  
the reverse of American over British ways,  
there is room for great divergence of  
opinion; and the fact of these divergences  
goes far to prove that while there has been  
a great and steady rise in the industries of  
the States which come into immediate com-  
petition with those of the old country, the  
increase has neither been so marked nor so  
great as many of our pessimists have lately  
been asserting. It is a fact, and this is not  
denied by the majority of the reports, that  
American industries have lately been pro-  
gressing at a far greater speed in the States  
than in England, though the question is still  
an open one as to whether the cause is to be  
sought in some more favourable condition  
existing in the States, or whether it is not  
the effect of a general equalisation of condi-  
tions, which will in time adjust themselves,  
when the two nations have come more  
nearly to a general equality of condition.  
Up to this, taking population and oppor-  
tunities into consideration, the British work-  
men may have perhaps had the better of the  
situation; and it may be that when both  
are placed on an equality the rate of progress  
of each may approach nearer to the mean.  
There is, of course, a good deal that may be  
attributed to *vis inertia*. The British work-  
man has at his back the steady, if slow,  
growth of years; the American to get  
started at all has had to apply an enormous  
initial force, the bulk of which is as yet  
undissipated, but which in proportion to the  
work actually being done is being drawn on  
daily, and bids fair to be exhausted by the  
time affairs come to balance. There is, of  
course, a certain amount of reason in this  
contention; and this would naturally be the  
view which would most readily lend itself  
to the judgment of the trades unions. It is,  
however, none the less the fact, and a fact  
that tends in favour of the honesty of the  
delegates, that the majority of the reports  
do seem to indicate a better state of feeling  
towards one another as existing in the  
States between employer and employed. In  
certain respects the employers, and in  
others the employees may take to themselves  
credit for the fact. The English working  
man complains, and apparently with some  
show of reason, that the masters are ever  
ready to seize the entire advantage of any  
improvement in the method of working;  
that if, e.g., when doing piecework an em-  
ployee by superior diligence succeeds in  
earning a higher wage than his neighbours,  
the employer, instead of leaving the benefit  
to him, invariably takes the first opportu-  
nity of cutting down rates so that his  
average earnings in the end come to no  
more than the ordinary day-worker's. The  
consequence is not only to create a steady  
opposition to piecework in the mind of the  
worker, but to encourage the habit, already  
too strong, of the workman persistently  
doing less work than his best. The Ameri-  
can master, on the contrary, according to  
the delegates, finds it to his advantage to  
stick to his agreement, with the result that  
the working man has no interest in work-  
ing under his capacity, and does in fact habit-  
ually turn out a larger quantity of finished  
work than his English fellow. Another  
reason for this has probably been exag-  
gerated in all the reports, and proceeds more  
from the circumstances of the case than  
from any settled design, and that is the  
greater rapidity of advancement in America  
than England. The American is pictured  
as always going about his shop "prospect-  
ing for talent" amongst the workmen.  
This is probably the case more than in  
England, but on the other hand the demand  
for labour on the western continent is, and  
has been for some time, rather brisker than  
in England, and promotion in the natural  
course of events is quicker where the  
demand is in excess of the supply; so that  
this may probably be discounted as but a  
temporary condition brought about by  
exceptional circumstances. We have not  
space to go into the other topics raised,  
of superior education, longer hours of  
work, less time devoted to sports, less  
gambling and drunkenness, &c.; but the  
body of the reports gives the impression  
that on the whole the working conditions  
are a shade better in the States than in  
England, but only a shade, and that the  
main reasons for the recent growth is to be  
sought in the artificial stimulus given to  
local manufactures by the fiscal laws of the  
States. How long this stimulus will have a  
beneficial effect on manufactures is the  
main point at issue. All schools of political  
economists agree that under certain con-  
ditions protection may be useful in building  
up industries; but the majority of English  
economists hold that the stimulus is not  
permanent, and is bound sooner or later to  
be followed by a proportionate period of  
undue depression. This is, in fact, the  
stage on which the old controversy has  
entered; and the stage is sufficiently wide  
to afford ample room for the combatants of  
both parties to exercise their amplest skill.

That portion of the Queen's Recreation  
Ground used for polo is at present closed for  
repairs at the hands of the F.V.D.

We are requested to announce that there will  
be no hand performance on the New Parade  
Ground on Monday, the 8th instant.

Mr. T. I. Rose having returned to the  
Colony, has resumed his duties as secretary of  
the Hongkong and Whampoa Dock Co., Ltd.

Early Monday morning His Majesty's ship  
Tamar, 4,650 tons, Capt. C. G. Robinson,  
A.D.C., weighed anchor—for Kowloon dock.

The visitors to the City Hall Library and  
Museum for the week ending 31st May, were  
231 non-Chinese and 63 Chinese to the former,  
and 81 non-Chinese and 2,034 Chinese to the  
latter institution.

Among the stores to be sold at the Naval  
Yard to-day by Messrs. Hughes & Bough are  
one engine oil torpedo-boat No. 8 by Thornycroft  
(compound, 430 h.p.), and three boat  
engines of 3 h.p. each.

Notice is given that by order of Lieut.-  
Colonel H. C. Wyllie, C.B., Commanding the  
1st Sherwood Foresters, the regimental in-  
stitutions have been taken over by Major L.  
Gordon-Cumming from Captain T. H. M.  
Green, D.S.O.

A small outbreak of fire occurred about two  
o'clock yesterday morning in a paper-box manu-  
facturer's shop at 10, Circular Pathway. The  
brigade under Mr. P. P. J. Wodehouse,  
Assistant Superintendent of Police, extin-  
guished it in about half-an-hour.

From the *China Times* of the 21st ult., we  
learn that Lieutenant Grey, a British officer well  
known in Tientsin and Tongshan, while on the  
way from Lutai to Shanhaikwan with two  
native Indian soldiers, all mounted, was attacked  
by robbers 30 miles west of Tongshan. Native  
Christians sent word to Tongshan, and the  
mounted infantry there immediately set out  
for the scene of the attack, and found Lieut.  
Grey and the two Indian troopers all wounded.

Among the passengers who arrived yesterday  
by the Navigazione Generale Italiana steamer  
*Capri* was Dr. Joao Fasilao d'Azevedo Castro,  
the newly-appointed Bishop of the Macao  
diocese. Senhor Conselheiro Romano, the  
Portuguese Consul-General, accompanied by  
Senhor Leticia, went to receive his Lordship at  
the wharf, and also sent a chair for his use, but  
was too late, the Bishop having landed earlier  
than was expected and proceeded to the Spanish  
Dominican Procurator, where his Lordship  
will reside during his brief stay in Hongkong.  
His Lordship leaves to-morrow morning by the  
Portuguese gunboat *Dia* which is now in the  
harbour. At Macao great preparations have  
been made for the reception of his Lordship.

The Chinese paper *Hupao* publishes the  
following letter from Peking dated 18th ult.:—  
"As soon as the Government received news  
from Kwangsi reporting the presence of French  
troops within the Kwangsi borders there was  
much excitement, amounting to panic, amongst  
the members of the Government, as it was  
feared that the French were bent on pursuing  
a policy in the South similar to that of Russia  
in the North.—The French Consul in Kwangsi  
having recently telegraphed to the French  
Minister in Peking asking for a company of  
French troops to be sent into Kwangsi, we hear,  
received an unexpected reply from his Chief.  
The Minister censured the Consul for suggest-  
ing the matter and said that the latter ought  
not to have acted so recklessly in allowing  
French troops to cross into Kwangsi."

When the French mail steamer *Anami*, left  
the Dorneo Wharf at Singapore for Saigon,  
she passed close to H.M.S. *Spartiate*, which  
was busy coaling at Tanjong Pagar. The  
*Anami* had a large number of French soldiers  
on board and for the nonce was practically a  
troopship. The gallant Frenchmen, says the  
*Free Press*, crowded to the side to get a good  
look at the big four-funnelled cruiser. Lieut.  
May, who was officer of the watch, promptly  
ordered up the band of the *Ocean* which was on  
board, and immediately the straining of the "*Mar-  
seillaise*" fell upon the ears of the delighted  
Frenchmen. The compliment was acknowledged  
with "*Vive l'Angletorre*" and "*Vive le Roi*,"  
and the *Spartiate*'s ship's company replied  
with the loudest cheers for their French com-  
rades. It was a pleasing case of *entente  
cordiale*, which the King's friendly visit to  
Paris, and the prior British naval compliments  
to President Loubet, have done so much to  
create.

The report of the Eastern Extension  
Australia and China Telegraph Co., Ltd.  
for the half-year ended December 31, 1902,  
states that the gross receipts amounted to  
£287,553, against £234,209. The working ex-  
penses, including £24,672 for maintenance of  
cables, absorb £121,870, against £120,294 for  
the corresponding period of 1901, leaving a  
balance of £145,684. From this is deducted  
£7,565 for income-tax, £9,435 for interest on  
debenture stock and expenses in connection  
therewith, leaving as the net profit for the  
half-year £128,654. After adding £73,528  
brought forward, there is an available balance  
of £202,182. One quarterly dividend of 1½ per  
cent has been paid for the half-year, and it is  
now proposed to distribute another of like  
amount on May 7, making with the interim  
dividends paid for the first half-year a total  
dividend of 5 per cent. It is also proposed to  
pay a bonus of 4s. per share, or 2 per cent,  
making a total distribution of 7 per cent for  
the year 1902. The sum of £30,000 has been  
transferred to the general reserve fund, and  
the balance of £37,180 carried forward.

The Hotel des Colonies, Ltd., Shanghai, has  
paid a dividend of 6 per cent. on its first year's  
working.

A firm of bakers was recently fined in  
London for delivering bread to customers on a  
Sunday.

It is evident that the Philippine Government  
intends to place the first of the new currency  
in circulation on 1st July.

A special telegram to the *N.C. Daily News*  
states that Mr. Chamberlain, Secretary for the  
Colonies, stated in the House that the Govern-  
ment had neither sanctioned nor supported the  
importation of Asiatics for the Transvaal mines.

A telegram from Yunnanfu, the capital of  
Yunnan province, received in Shanghai, states,  
according to the *N.C. Daily News* that  
Viceroy Ting Chen-to of that city ordered out  
on the 23rd ult., three battalions of troops  
with instructions to proceed with all haste to  
Lingnan, where a mob of miners had murdered  
the prefect of the city.

## THE "NURNBERG" IN A TYPHOON

The German steamer *Nurnberg*, which  
arrived here yesterday, ran into a typhoon on  
Saturday last, three and a half days out  
from Singapore. The first force of the storm  
was experienced about half-past twelve on  
Sunday morning, and for about twelve hours  
the steamer was battered and tossed about  
by the wind and waves. One German  
seaman was swept overboard and drowned,  
and nearly every one of the other mem-  
bers of the crew suffered injury, as well as  
several Chinese passengers travelling in the  
stowage. The ship stood in great danger for  
some time, and had to be slowed down to ride  
out the typhoon, which carried away a com-  
pensation-ladder leading from the lower to the  
upper deck and a couple of steam pipes con-  
nected with the winches.

The Italian steamer *Capri* and the Japanese  
steamer *Tamaki Maru*, which also arrived  
yesterday from the South, got the edge of  
the typhoon only, and escaped without mishap.

THE MURDER BY A FOREIGNER  
AT SHANGHAI.

P. A. Souza, who is charged with the murder  
of a Chinaman at Shanghai, has been the  
subject of an enquiry at the Portuguese Con-  
sulate, by the Consul-General (M. Potier). No  
additional information was elicited, reports the  
*N.C. Daily News*, beyond the fact that the  
knife with which Souza is alleged to have  
committed the murder has not been found. The  
difficulty in this case is that medical evidence  
cannot positively state how death occurred, as  
by Chinese law no post-mortem examination is  
allowed. The out is a nasty one, but what  
interior organ the blade of the knife penetrated  
is not known. People living near the house  
where Souza lived state that when his windows  
were broken he was cutting some matted meat,  
and ran outside and pointed to the broken glass.  
The next annoyance he was subjected to  
appeared to exasperate him beyond endurance,  
and he bounded through the open door and  
rushed after a crowd of Chinese, stabbing the  
deceased, it is supposed, in the back.

Souza for three years has been employed in  
the Shanghai Gas Company, the Secretary of  
which gave him an excellent character to M.  
Potier. His friends and neighbours also testify  
to the quiet behaviour and orderly conduct of  
the accused man, and say that he must have  
received extreme exasperation before losing  
control of his temper in such a way. A Macao  
sergeant of police was telegraphed for on Sat-  
urday, and upon his arrival in Shanghai he will  
convey the accused to Macao to be tried by the  
Portuguese authorities. In connection with  
this case it should be stated that for some time  
past foreign residents in parts of the Hongkong  
district have been subjected to annoyance from  
Chinese in many ways.

## CHINA'S NEED.

China, remarks the *Outlook*, still counts for  
less than nothing in the Chinese manœuvring  
of European and American diplomatists. Come  
tidings from Peking of Russia's demands in  
respect of Manchuria, and every Minister and  
every politician in every Western country  
wages wordy warfare over each his own  
country's interests. No newspaper, no politician  
stops to ask what China thinks or will do. She  
was reported as having handed the Russian  
demands back to the ambassador with the  
remark that they were inadmissible. But that  
would be China's first step in any circum-  
stances. So long as she does not shoot  
"foreign devils" on her own account it appears  
to be immaterial what she may do. This, of  
course, is a great pity. The nation that could  
persuade China to enter into really friendly and  
harmonious relations would gain an enormous  
advantage over all rivals. Nothing of the kind  
has been seriously attempted. Our ambassa-  
dors have more often than not been ignorant  
of the Chinese language and careless of Chinese  
susceptibilities. Perhaps so long as the Em-  
press Regent lives and reigns no progress to  
real friendship can be made, but the future  
holds out many possibilities. Russia as the  
ancient foe can never be the friend. If only  
some great understanding Englishman would  
arise of the Sir Robert Hart type, who as  
ambassador at Peking could gain the confidence  
of the Chinese Court and inspire it and the  
viceroys with a belief in our willingness to  
trade without ulterior designs of territory, a  
great step forward would be made towards the  
arrest of Russian aggression.

## TELEGRAMS.

## REUTERS' SERVICE.

MR. CHAMBERLAIN'S FISCAL  
POLICY.

London, 31st May.

The Liberals are actively preparing for a  
general election. The Labour leaders are op-  
posed to Mr. Chamberlain's fiscal policy, and  
declare that the working classes will not be  
blinded by proffered bribes.

## GERMANY AND JAPAN.

London, 31st May.

It is announced at Berlin that the German  
Emperor has conferred the Louise Order on the  
Empress of Japan, and the Red Cross medal on  
Princess Komatsu.

## A JOHANNESBURG TRAGEDY.

London, 31st May.

It is reported from Johannesburg that Sir  
Edward Hulso, formerly press censor there, has  
been found dead in his bedroom, shot through  
the head.

VOLCANIC ACTIVITY IN THE WEST  
INDIES.

London, 31st May.

Mont Pelée, Martinique Island, is again  
active, and the Council General are urging the  
evacuation of the whole north side of the island.  
Latest reports to hand state that at least two  
hundred persons have perished.

## FLOODS IN AMERICA.

London, 31st May.

Great floods have occurred in many States  
of America, rendering twenty thousand persons  
homeless, and causing enormous damage.

The town of North Topeka, Kansas, has been  
cut off by flood and set fire to by burning  
timber.

## CORRESPONDENCE.

## MISS BLAKE'S WEDDING.

TO THE EDITOR OF THE "DAILY PRESS."  
Hongkong, 2nd June.

Sir,—In view of Miss Blake's wedding to  
Captain Arbuthnot on Monday next, the  
8th inst., might I be allowed to suggest  
that His Excellency should declare a public  
holiday on that day in honour of the event? This  
is the first time in the history of  
the Colony that a Governor's daughter has  
been married in Hongkong, and surely the  
occasion deserves to be marked in some such  
way as I allude to. We should all be glad to  
honour the wedding-day. Even although it were  
not convenient for the Banks to close, still a  
holiday might be granted to the public servants.  
Section 6 of the Public Holidays Ordinance  
says:—

"It shall be lawful for the Governor by  
notification in the *Government Gazette* at any  
time to appoint a special day to be observed as  
a Bank holiday in addition to or in substitution  
for any days mentioned in the schedules of the  
Ordinance," &c.

In these circumstances there would appear  
to be no obstacle in the way of the declaration  
of a public holiday.—Yours, etc.,

OLD RESIDENT.

## GOMES V. GOMES.

TO THE EDITOR OF THE "DAILY PRESS."  
Hongkong, 2nd June, 1903.

Sir,—We are instructed by Mr. Francisco  
d'Assis Gomes to state that the amount of \$2,000  
damages for which he recently obtained judg-  
ment in the Original Jurisdiction Action No.  
173 of 1902, has, after deduction of the sum  
of \$376.75 due from him for legal expenses, been  
distributed amongst the following charities:—  
The Benevolent Society ..... \$500.00  
The Society of St. Vincent de Paul ..... 500.00  
The Soldiers' and Sailors' Institute, ..... 313.25  
Arsenal Street ..... 313.25  
The Victoria Home & Orphanage ..... 310.00  
..... 81,623.25

and to ask you to be good enough to publish  
this letter in your next issue.—Yours, etc.,

DEACON &amp; HASTINGS.

## LATEST STEAMER MOVEMENTS.

The O. & O. steamer *Doric*, with mails, &c.,  
left Nagasaki for Manila on the 30th ult., at  
4 p.m., and is due here to-day, at daylight.  
The Imperial German mail steamer *Roon*,  
which left here on the 28th ult., a.m., arrived at  
Shanghai on the 31st ult., at 3 a.m.  
The Indo-China steamer *Singai* left Calcutta  
for this port via the Straits on the 30th ult.,  
and may be expected here on the 16th inst.  
The C.P.E. steamer *Athens* arrived at  
Nagasaki at 10 a.m. on the 2nd inst., and left  
again at 5 p.m. same day for Kobe, where she  
is due to arrive at 6 a.m. to-morrow.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued  
the following report:—

Pressure has given way in the extreme N.  
owing to a depression which is moving East-  
wards over Manchuria.

The barometer has risen on the E. coast of  
China, fallen over the S. Philippines, where  
pressure is now slightly in defect. Pressure is  
relatively high between S. China and the Loo-  
choes.

Moderate N.E. winds will probably set in over  
the Formosa Channel; light variable and N.E.  
winds over the N. part of the China Sea.

Forecast:—Light variable winds; fine.

## THE NAVY LEAGUE.

## LECTURE BY MR. H. F. WYATT.

Under the auspices of the Hongkong Branch  
of the Navy League, Mr. H. F. Wyatt of the  
League gave an address in the City Hall last  
evening. There was a good attendance. His  
Excellency the Governor Sir Henry A. Blake,  
G.C.M.G., presided, and was supported by  
Messrs. H. B. Pollock, K.C., E. D. Law, E. C.  
Wilcox, M. W. Shide and B. Layton.

His Excellency, introducing the lecturer,  
said Mr. Wyatt had been delegated by  
the Navy League at home to bring before  
the people of the British Empire in the  
Colonies, and to stimulate their interest  
in the condition of our Navy. We  
in Hongkong saw before us the great  
ships of every nation of the world that day  
day entered our port, and no one needed to be  
reminded of the fact that our existence depend-  
ed upon our Navy. This was no party question.  
The labours of the Navy League in keeping  
before the people of the British Empire the  
minimum requirements to satisfy the conditions  
of safety were labours that must be appreciated  
by every Government. Supremacy at sea was  
absolutely necessary for us, and whatever the  
cost, we must secure at once that the Navy  
should be sufficient, efficient, and ready.  
(Applause.) His Excellency then formally  
introduced Mr. Wyatt to the meeting.

Mr. Wyatt, who was cordially received, first  
commented on the great sea, kindness and  
sympathy which must have inspired so many  
members of the League to induce them to attend  
that afternoon. It was known in England that  
the Hongkong Branch was a powerful one and  
was permeated by no mean spirit but by a  
spirit of strength and keenness, and that  
meeting, he thought, was a proof of it. The  
lecturer proceeded to review rapidly the history  
of the British Navy and the genesis of the  
Navy League. First trade and then the  
flag—such was the story, he said, of the  
development of our dominions throughout the  
world. The time was when all the shores of the  
uncivilised world were open to us, when  
we took what we liked. If the British  
Empire was not twice as large as it is now,  
that was simply because of our own failure  
to take what was offered to us. (Applause.)

However satisfactory a state of affairs  
that might be to look back upon—he did not  
know that it was satisfactory—it was a condi-  
tion of things which no longer obtained. The  
conditions of the world had changed. Inter-  
national relations had changed. We were now  
throughout the world, challenged by mighty  
rivals, people who competed with us at once in  
the paths of war and of diplomacy, who wrestled  
with us every turn, tried to acquire dominion  
in every direction and looked upon us with  
jealous eyes. He was not speaking as one who  
wanted to incite animosity against other nations.  
He was only asking them to realise obvious  
facts, so clear that only the blind could fail to  
see them. Ever since the opening of the Suez  
Canal that competition had been intensified.  
France and Germany and Russia—France and  
Germany in particular—had taken advantage  
of it and plunged into the Far East  
where before they had hardly a footing. France  
had now an Empire in the East and it was  
more than probable that it was going to be  
very considerably enlarged. The immense  
dominion of Russia hardly needed to be  
pointed out; of recent years Russia had  
spread herself throughout Asia, and they  
knew how her railways and her legions were  
crossing over the continent. Her sea power was  
increasing enormously. It would not be long  
before Russia would be the second sea power  
of the world. Already her navy was a very great  
force. Surely in the face of these challenges  
that had changed the conditions of the earth,  
and of the fact also that wherever foreign  
nations established their dominion they estab-  
lished tariffs calculated to shut out our trade  
—in every instance they either had done so  
or were going to do so—surely it behoved us to  
be up and doing. In England, they knew very  
well, they could not get any Government,  
whether Liberal or Conservative, to take up  
any matter involving great expenditure unless  
the Government felt the full force of public  
opinion behind them. That was where the  
Navy League came in. Its object was to  
teach people truths about sea-power as the  
source of England's greatness which they  
in many cases did not know before. The  
trade of British people the world over  
depended for its continuance upon the supre-  
macy of their Navy, and it behoved them to  
keep that fact ever before their eyes. As the  
instrument, the monthpiece, of the people, the  
League might take some little credit to  
itself for the measure of success that had  
been achieved in the increasing of the last  
Navy Estimates. The Navy had been neglected  
horribly by successive Governments, but a little  
improvement was now apparent, and for that,  
as had already been remarked, the Navy League  
might take some credit. In self-governing  
Colonies as well as in British communities the  
League had a great mission to fulfil, and to do it  
adequately required the efforts not of one but  
of a hundred men to go forth and preach the  
gospel that England must not take a back place  
amongst the nations of the world—that she  
must hold the premier position, and that there  
were men abroad as at home ready to de-  
vote their best efforts to secure her that position.  
(Applause.) In the East the Navy League had  
a great work to perform. The question had  
been asked—"What good can we do out here?"  
Incalculable good could be done, for, as in the  
case of the Hongkong branch, the first formed  
outside of Great Britain, invaluable suggestions  
could be given to the League at home which would  
serve to extend its sphere of usefulness. A  
crisis in the world's history was approaching,



and although the great final struggle might be delayed a little longer, it was bound to come. We did not mean to yield our position without a fight, but it would be better far to yield at once than to engage in that struggle facing the probability of defeat. When we fought, we must fight to win, and in order to win we must have every detail of the war thought out beforehand and be ready for every emergency. Concluding, Mr. Wyatt expressed on behalf of his colleagues at home and of himself their most earnest and sincere thanks for the strong and vigorous way in which the work of the Navy League had been carried out here. Such a display of zeal heartened the League in its mission, and if the League succeeded in its endeavour to raise and maintain the necessary spirit of interest and enthusiasm in the British people at home and abroad, a great achievement would be performed, and as one family throughout the world we should be able to face the future with confidence. (Prolonged applause.)

His Excellency followed with a few brief remarks. After paying a tribute to the excellence of the address just concluded, he said the Hongkong Branch of the League comprised about a quarter of the male British population, and that there was room for expansion. Referring to the necessity for a strong Navy, he said there were two ways of regarding the matter. One was the necessity for a strong Navy having regard to future war, and the other was the necessity for a strong Navy having regard to the fact that in trade matters we were the treasure-house of the world, and we wanted that strong Navy to secure lasting peace. (Applause.) It was in this aspect, His Excellency said, that he preferred to look at it. War was a dreadful thing, and in spending our money to secure the best and the strongest Navy in the world he hoped we were also expending it to secure the blessings of peace. (Applause.) Commenting on a recommendation he made one year ago as to the raising of a reserve amongst the 60,000 fishermen of Newfoundland, who were amongst the finest men the world could produce, His Excellency said that, though the recommendation was not adopted at the time, he had been pleased to note that amongst the Newfoundlanders of news in a back copy of the *Times* that he picked up the other day was the information that 600 Newfoundland fishermen had returned from a West Indian cruise. (Applause.) When the day of trial came, concluded the speaker, we should look forward over the sea and over the land for that help which he was quite certain, if the people were only properly trained, we should never look for in vain in any part of the Empire. (Applause.) His Excellency then proposed a hearty vote of thanks to Mr. Wyatt.

Mr. Wyatt in acknowledging the vote of thanks said it was very true that the upkeep of our naval strength was the chief guarantee of peace; therefore the Navy League might be looked upon as the greatest peace society on earth. To leave the British Empire undefended or too weakly defended would be not only a piece of insanity but a crime against civilisation and the peace of the world. With reference to the introduction of naval reserves he recalled the fact that he was one of a deputation who waited upon Sir Wilfrid Laurier when the Colonial Premiers were home for the Jubilee, to bring that very point before him. Canada had now begun to recognise the duty that lay upon her to do something to assist in the naval defence of the Empire. (Applause.)

Mr. Pollock, K.C., in proposing a vote of thanks to His Excellency, said he was specially glad to see him in the chair, as an erroneous idea seemed to be abroad that in some way or another the Navy League were against the Government and that it was not becoming in a high official to be a member of the Navy League. The presence of His Excellency that afternoon might tend, he thought, very effectively to dispose of that erroneous impression. (Applause.) So far from the Navy League being against the Government, the object of the League had been, ever since its inception, to support the Government to the best of its power. (Hear, hear.) The object of the League had been so to stir up public opinion in Great Britain to the importance of a paramount Navy that the electorates of Great Britain might have it brought home to them that a predominantly strong Navy was absolutely necessary, not for the purpose of aggression, but simply and solely for the security of the Empire and for the maintenance of that grand heritage which had been handed down to us. (Applause.)

#### WIRELESS TELEGRAPHY IN SOMALILAND.

Sir John Long, M.P., having asked whether having regard to the fact that the Marconi instruments used in Somaliland for wireless telegraphy have been marvellous instruments, arrangements will be made, in order to secure effective communication, for instruments to be employed adapted for use overland, and worked by experts acquainted with overland conditions. Mr. Brodick in a written answer states that the instruments used in Somaliland were of Admiralty pattern, which had been tried overland as well as overseas. The naval officers and men in charge were thorough experts in their use and were successful in establishing communications in certain cases, in one case to the extent of 32 miles in spite of very exceptional difficulties. The results, however, were not, in the opinion of the general officer commanding, sufficiently certain to justify the further carriage of the instruments, which had led to exceptional difficulties of supply and transport.

#### DRAGON FESTIVAL AT ABERDEEN.

The greatest enthusiasm prevailed at Aberdeen on Sunday last over the Dragon boat races. Mr. W. B. Dixon, the Chief Manager of the Dock Company, intimated that he would give a prize to the winning boat in any race they liked to set aside for the purpose. On this becoming known no less than five boats hailing from Aberdeen, Apichan, Chung Kwan O, Luk Chow and Shaukiwan appeared on the scene and their wild prancing afforded excellent sport for some days previous to the races.

On Sunday, mark boats were placed at the western end of One Tree Island and the eastern end of Apichan, affording a splendid stretch of water lined on each side by junks and sampans dressed with gay flags. Mr. Dixon's arrival was a signal to the Dragon boats to get into position. The course was patronised by a goodly number of Europeans; His Excellency the Governor and Lady Blake arriving and taking a keen interest in the proceedings. The race for Mr. Dixon's prize, the Chinese insisted, should be rowed in three boats, the last race to decide the order of the boats.

At the start of the first race the excitement among the Chinese was tremendous, and the boats came on in splendid style with very little between them, the spray from the paddles flying from stem to stern and cooling the heated bodies of the owners. Half the distance was covered with all boats testing perfect time when to the consternation of all the rest the Shaukiwan boat, which had crept ahead, suddenly sheered across the stream, causing all the boats to get entangled.

The greatest good humour prevailed among the Dragonites over the mishap and a fresh start was made for the second race. Mr. Lee Ping, Government contractor, intimating that he would give a \$10 note to the boat coming in first. The race was rowed splendidly and ended in a neck-and-neck race between the Luk Chow and the Aberdeen boats, the Luk Chow winning by a short distance.

The third race was an exciting struggle, and again the red and white flags contested neck-and-neck. The Aberdeen boat this time got the victory and carried off amidst great vociferation Mr. Dixon's prize. The remaining boats were awarded prizes subscribed by the Aberdeen Dock officials. After the prize-giving Mr. Dixon left, his popularity amongst the Chinese at Aberdeen being shown by the tornado of crackers hurled after his launch.

Mr. Lee Ping afterwards read the red and white flags again and His Excellency the Governor supplemented the prizes given by a handsome donation.

The races were umpired by Police Inspector Langley and started by Mr. P. Langley, of the Dock staff.

#### POLICE COURT.

Tuesday, 2nd April.

BEFORE MR. J. H. KEMP (Acting Police Magistrate).

#### THEFT BY AN EUROPEAN.

Charles Doyle, an unemployed Englishman, was charged with stealing property to the value of \$22 belonging to Capt. MacGeorge, an officer in one of the Indian regiments stationed at Kowloon. The accused pleaded not guilty. A native sergeant-major deposed that one of the servant boys called out that some one was stealing the captain's things, which were lying outside the officers' mess. He went after the defendant, who was carrying the articles under his arm, and arrested him.

The complainant having gone into the witness-box and identified his property.

The defendant said the clothes, etc., were given to him by a Chinaman.

His Worship passed sentence of three months' hard labour.

#### LEFRAUDING A SHOPKEEPER.

A servant boy was brought up on four separate charges of stealing and obtaining by false pretences goods to the total value of \$34.82 from Mr. Ruttonjee's provision store in D'Aguiar Street on divers dates last month.

An assistant in the store deposed that the defendant came one day and said his master, Mr. D. Cameron, an assistant in the Standard Oil Company, had lost his book, and wanted some goods. Witness decided to make enquiries before handing over the provisions, and told the defendant to call next day. The defendant turned up as directed, and was given a chair to deliver to his master asking if it was the case that he had lost his book and wanted the goods. A typewritten reply in the affirmative was brought back, and the articles required were detailed. They were supplied, and on other occasions the defendant called with typewritten orders and was provided with goods. It was subsequently discovered that the documents were forgeries.

Mr. Cameron repudiated all knowledge of the transactions, and the defendant, who said he had nothing to say, was sentenced to one month's hard labour on each charge—four months in all.

#### TEA BY THE SIBERIAN RAILWAY.

The British Commercial Agent in Russia reports that with the forthcoming opening of regular traffic on the Manchurian Railway, the tea trade will, according to the *Commercial and Industrial Gazette*, receive a considerable impulse from the direct communications organised by the new line, with the steamer service attached to it, enabling tea to be carried direct from Hankow, Shanghai, and Ceylon to the chief stations of the Siberian and Russian railway systems, including Moscow, Nijni, St. Petersburg, and Warsaw. The full cost of delivery per pound (36 lbs.) of tea from the above named ports will be from 4.75 roubles to 5.1 roubles to Moscow; 5.8 roubles to 5.30 roubles to St. Petersburg; and 5.31 roubles to 5.53 roubles to Warsaw, according to port of despatch.

#### THE MANILA INVESTMENT CO., LD.

The third ordinary meeting of shareholders of the above Company takes place to-day. Following is a copy of the report—

Gentlemen,—In accordance with Article III. of Articles of Association, the directors now beg to submit their report for the half-year ending the 30th April, 1903.

During the half-year under review we have sold the business of the Botica de Santa Cruz for \$170,000. We have also considered it advisable not to renew our lease of the Luneta Grand Hotel which expired on 31st December last.

The carriage factory is now satisfactorily leased; but its working shows a loss in bad debts of \$1,474.77.

The Mariveles Quarries account shows a loss of \$180, which is six months' salary to a caretaker. Your directors are considering the advisability of abandoning these, as they do not see any prospect of remunerative business.

Defining the balance carried forward from last account, the extraordinary losses consequent upon the sale of the Botica de Santa Cruz and the winding up of the Luneta Grand Hotel, we make a profit on the half-year's working of \$10,156.09.

Directors.—A full board of directors has to be elected. Audit.—The accounts have been audited by Mr. D. M. Fleming, who offers himself for re-election.

BENJAMIN KELLY & POTTS,  
General Managers.

Manila, 20th May, 1903.

The accounts are as follows:—  
BALANCE-SHEET  
30th April, 1903.

|                           | \$           | c. |
|---------------------------|--------------|----|
| Capital account.....      | 1,000,000.00 | 0  |
| Less unissued shares..... | 385,000.00   | 0  |
| Sundry creditors.....     | 26,273.62    |    |
|                           | \$688,726.38 |    |

|  | \$         | c. |
|--|------------|----|
| Cost of sundry concerns.....           | 302,000.00 |    |
| Less cost of Botica de Santa Cruz..... | 130,000.00 |    |
| Less cost of Luneta Grand Hotel.....   | 15,000.00  |    |
|  | 147,000.00 |    |

|  |              |
|--|--------------|
| Additional plant and stock.....                                    | 457,000.00   |
| Sundry debtors.....  | 463,475.25   |
| Chartered Bank of India, Australia and China, deposit account..... | 30,000.00    |
| Chartered Bank of India, Australia and China, current account..... | 3,106.94     |
| Fire insurance.....  | 30,337.59    |
| Messrs. Santos & Salazar.....                                      | 60,943.25    |
| Balance.....   | \$603,273.62 |

#### WORKING ACCOUNT.

|                               | \$          | c. |
|-------------------------------|-------------|----|
| Dr. General charges.....      | 516.98      |    |
| Mariveles Stone Quarries..... | 18.00       |    |
| Interest account.....         | 947.75      |    |
| General managers' fees.....   | 3,750.00    |    |
| Auditor's fees.....           | 250.00      |    |
| Manila carriage factory.....  | 10,156.09   |    |
| Balance.....                  | \$17,075.50 |    |

#### PROFIT AND LOSS ACCOUNT.

|   | \$          | c. |
|---|-------------|----|
| For the half-year ending 30th April, 1903.        |             |    |
| To balance carried forward from last account..... | 24,772.20   |    |
| To loss on Botica sale.....                       | 32,149.97   |    |
| To loss on Luneta Grand Hotel.....                | 14,177.17   |    |
|   | \$71,099.34 |    |

#### PROFITS.

|                                      | \$          | c. |
|--------------------------------------|-------------|----|
| By balance from working account..... | 10,156.09   |    |
| By balance.....                      | 60,943.25   |    |
|                                      | \$71,099.34 |    |

#### "SHANROCK III."

The Editor of *Page's Magazine* remarks that something more than a sporting interest attaches to the new "Cup Challenger." She was built at the historic yard of W. Denny and Brothers, to the designs of Mr. Fife, of Fairlie, the well-known yacht builder. In her construction the aim has been to combine strength with lightness. For the hull, nickel steel has been used, with better effect than in *Shanrock II*, with manganese bronze. The deck is plated with aluminium and covered with canvas. The frames are tubed angles of nickel steel, the angles lighter than in *Shanrock I*, but spaced more closely together to give the necessary strength. The strapping and tying of the frames is very thorough. The whole strength of the hull lies practically in the framework, but the plating of the underbody is heavy enough to give additional rigidity. In the plating, where weight of hull is not against the stability of the boat, the plates are about a quarter of an inch in thickness, but much thinner on the topsides. In *Shanrock I*, the lead casting was bolted to the bottom of the boat; in *Shanrock II*, the frames and plating of the hull were carried down to the bottom of the draught, and had the lead along inside the bottom of the fin. This latter plan has been adopted in *Shanrock III*. The mast, gaff, and boom were of hollow steel, with strengthening lattice work inside the bowsprit of solid wood, and the lighter spars of hollow wood. The whole design has been pieced together without leaving a mark. In the fittings and general equipment the greatest care was taken to obviate the possibility of a breakdown. All the parts were machined to render them as light and accurately fitting as possible, and they were carefully scrutinised and tested for flaws, apparent or latent.

The Patentees—Macneven & Cameron, Limited, desire, A NATIONAL MEMORIAL for their excellent inventions.—*Dover Chronicle*. THE WAVELEY PATENT THE PICKWICK PATENT THE OWL PATENT THE HINDOO PATENT Sold at all Stations. Waverley Works, Edinburgh. (2345-2)

#### TRADE OPPORTUNITIES IN EASTERN SIBERIA.

The British Commercial Agent at Vladivostok, in a report recently received at the Foreign Office, remarks that up to the present time very little attention has been given by British manufacturers to the markets of Eastern Siberia. Although the enormous extent of land east of Lake Baikal is but sparsely inhabited, yet there are some 10,000,000 people who exist there and whose wants must be supplied. These people are getting more and more civilised, and they are requiring many luxuries which can be supplied by British manufacturers. Besides the native population there is a fairly large and increasing number of settlers, both free peasants and convicts; and during the last three years a large increase in the naval and military forces has taken place. It must be remembered, however, that large wholesale and retail business houses have been established for a number of years in all the principal towns of Eastern Siberia, and British merchants should endeavour to get into touch with these houses in order to get them to introduce British goods to the Siberian public. At present Germany has command of the markets for most articles, the imports from England being chiefly galvanised iron for roofing purposes, iron and steel bars, plates, wire nails, and coal. The closing of the free-port of Vladivostok and the imposition of the Russian duties which took place in January, 1902, has entirely put a stop to the import of fancy articles, woollens, prints, and similar articles, and has very much decreased the imports of canned goods, such as sardines, tinned milk, butter, and also pickles and sauces which formerly came mostly from England.

Machinery for mining purposes is duty free except American, which has a duty of 40 per cent levied on it. Brick houses are now to a large extent taking the place of the wooden ones, and there is a good demand for brick presses, especially hand ones. For the next two or three years there will probably be a large demand for bricks as barracks for the troops which are being withdrawn from Manchuria are now being planned in the chief towns of the district. Fire bricks are mostly imported from England and are sold at very high prices, as much as £1.0 per thousand being charged; the local made fire brick is sold for £4 per thousand, and finds a good demand for stove purposes. There is also a demand for fancy tiles for paving shops and halls; at present these are supplied from Germany. There is a considerable sale for builders' ironmongery, carpenters' and blacksmiths' tools, but it is all in German hands; galvanised iron, which is sold in large quantities, all comes from England. As the duty is levied by weight on all metal goods, very light articles are usually imported. As regards mining machinery, the demand is growing, especially for coal mining purposes; winding engines, hauling engines, boilers, also light railways, are wanted, and one company is in the market for a complete briquette making plant. The coal mining industry is only in its infancy; the largest colliery is turning out about 5,000 tons a month, but as work is getting scarce and expensive there is certain to be a large demand for coal, which will necessitate the opening of collieries and a good demand for all kinds of mining machinery. This should not be lost sight of by British manufacturers.

Mr. Schwabe adds:—There is a good demand for fire-arms, especially shot guns, but it is the name that sells; the Americans have made a specialty of the gun trade and a good stock of American guns is kept here. It is of very little use sending catalogues or samples here; what the Russians want is a good stock to choose from, and they will then pay any price that is asked.

#### COMMERCIAL DEVELOPMENT OF DALNY.

The following extracts (in translation) from a letter from St. Petersburg *Viedomosti*, written by its Dalny correspondent, relative to the commercial development of that town, have been received at the Foreign Office in London from H.M. Ambassador at St. Petersburg:—

"The work of completing the new railway terminus is being pressed on. The ground plan of the town has been completed. All the official buildings are constructed, the streets laid out and lighted with electricity, the harbour has been deepened and protected by breakwaters, the wharves are about half completed, one dry dock is quite ready and a second has been begun, and the town possesses a hospital, a public library, three clubs, public promenades, &c."

"A number of measures have been decided on restricting the commercial development of Port Arthur, by which Dalny will gain. The chief among these are the opening before long of a Custom-house at Dalny and making the line between Port Arthur and Nangaiin a branch line. In consequence of these measures the commercial firms at Port Arthur will be obliged to forward their goods, not direct to their destination, but first to Dalny, where they must go through all the inconveniences and formalities of re-exportation. In consequence, the commercial centre of the Kwangtung Peninsula is bound to be transferred from Port Arthur to Dalny."

"This commercial evolution is already beginning to take place. Our principal merchants are following the new current and abandoning Port Arthur in order to settle permanently in Dalny."

"During 1902 the export trade of Dalny was nil. The import trade was also insignificant. The principal import was tea, a million and a half pounds of this commodity being despatched to Russia, and at present there is a large stock of Chinese tea concentrated at Irkutsk, destined for the fair at Nijni Novgorod."

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1st Floor, 37, CANNAN ROAD,  
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"KORE CHRONICLE" OFFICE, Kobe; The "DAILY PRESS" OFFICE, Hongkong; and at the London Office, 131, Fleet Street, Hongkong, 1st January, 1903.

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THE FORTY-FIRST ANNUAL ISSUE.



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**NOTICE.**

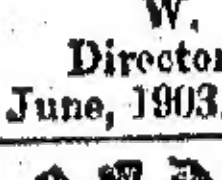
**HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.**

**M. R. T. I. ROSE** having returned to the Colony has resumed his duties as **SECRETARY** of the Company from this date. By Order of the Board of Directors.  
**W. B. DIXON,**  
Chief Manager.  
Hongkong, 3rd June, 1903. [1611]



**NOTICE.**

**NOTICE IS HEREBY GIVEN** that the portion of the Queen's Recreation Ground used for Polo will be closed for repairs from the 1st JUNE until further notice. By Order,  
**W. CHATHAM,**  
Director of Public Works.  
Hongkong, 1st June, 1903. [1608]



**NOTICE.**

By order of Lt. Colonel H. C. Wylly, C.B., Commanding 1st Battalion The Sherwood Foresters, **NOTICE IS HEREBY GIVEN** that I have taken over the Regimental Institutes from Captain T. H. M. Green, D.S.O., and consequently no Goods are to be supplied unless under an Order signed by me or by an Officer of the Regiment acting for me.  
**L. GORDON-CUMMING, Major,**  
1st Sherwood Foresters.  
Hongkong, 2nd June, 1903. [1609]

## ALTERATION.

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

## FOR SWATOW.

**THE Company's Steamship**  
"HAILONG,"  
Captain Gibson, will be despatched for the above ports **TO-DAY**, the 3rd inst., at 10 A.M.  
For Freight or Passage, apply to  
**DOUGLAS LARPAK & CO.,**  
General Managers.  
Hongkong, 2nd June, 1903. [1604]  
**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

**FOR SWATOW, AMOY AND FOCHOW.**  
**THE Company's Steamship**

"HAITAN,"  
Captain Roach, will be despatched for the above ports on **FRIDAY**, the 5th inst., at 11 A.M.  
For Freight or Passage, apply to  
**DOUGLAS LARPAK & CO.,**  
General Managers.  
Hongkong, 3rd June, 1903. [1607]

**THE EAST ASIATIC COMPANY, LIMITED.**

**FOR MARSEILLES, HAVRE, COPENHAGEN AND BALTIC PORTS.**  
**THE Danish Steamer**

"PRINCESSE MARIE,"  
Captain Berntsen, will leave for the above ports on or about the 20th inst.  
For Freight or Passage, apply to  
**MELCHERS & CO.,**  
Agents.  
Hongkong, 3rd June, 1903. [1612]

## "MOGUL" LINE OF STEAMERS.

**NOTICE TO CONSIGNEES.**

S.S. "MACDUFF,"  
FROM GLASGOW AND LIVERPOOL.

**CONSIGNEES** of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.  
Optional Cargo will be forwarded unless notice to the contrary be given before NOON, **TO-DAY**, the 2nd inst.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.  
All Claims against the Steamer must be presented to the Underwriter on or before the 13th inst., or they will not be recognised.  
All broken, shifted, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 3 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
**DODWELL & CO., LIMITED,**  
Agents.  
Hongkong, 2nd June, 1903. [1605]

## NIPPON YUSEN KAISHA.

**NOTICE TO CONSIGNEES.**

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.  
**THE Company's Steamship**

"TAMBA MARU,"  
having arrived from the above Ports, Consignees of general Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.  
Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M. **TO-DAY**, the 2nd inst.  
Goods not cleared by the 9th inst. will be subject to rent.  
All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 12th inst., or claims in connection therewith will not be recognised.  
**NIPPON YUSEN KAISHA.**  
Hongkong, 2nd June, 1903. [1606]

## ENTERTAINMENT

**FAMOUS JAPANESE ROYAL TROUPE OF ACROBATS AND YOUNG GIRLS**

**WILL give PERFORMANCES** at **PRATA CENTRAL** (opposite the Central Market). From the 19th inst. for two weeks only.  
**WONDERFUL ACTS AND DANCES IN WATER.**  
**CONSTANT CHANGE OF PROGRAMME.**  
Prices of Admission:  
1st Class ... .. \$2.00  
2nd " ... .. 1.00  
3rd " ... .. 0.30  
Day Time—12.30 to 4.30 P.M.  
Night Time—8.30 to 11.30 P.M.  
Hongkong, 27th May, 1903. [1598]

## AUCTION.

**PUBLIC AUCTION.**

**THE** Underigned have received instructions to Sell by Public Auction, **TO-DAY (WEDNESDAY) & TO-MORROW (THURSDAY),** the 3rd and 4th JUNE, 1903, at 10 A.M., at **H.M. NAVAL YARD,** **SUNDRY NAVAL AND VICTUALLING OBSCURITE AND CONDEMNED STORES,** comprising:  
BOATS, ENGINES, BOILER, OLD BRASS, COPPER, IRON, PAPER STUFF, CANVAS, FURNITURE, CLOTHING, IMPLEMENTS, &c., &c.  
The Naval Stores will be sold on Wednesday, the 3rd June, and the Victualling Stores on Thursday, the 4th June.  
Catalogue will be issued.  
TERMS OF SALE:—As Customary.  
**HUGHES & HOUGH,**  
Government Auctioneers.  
Hongkong, 27th May, 1903. [1545]

## PUBLIC AUCTION.

**THE** Underigned have received instructions to Sell by Public Auction, **TO-MORROW (THURSDAY),** the 4th JUNE, 1903, at 10 A.M., at **No. 31, SYDNEY ROAD,** **THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE,** comprising:  
TAPESTRY, and PLUSH-COVERED EASY CHAIRS, CANTON BLACK WOOD STools, JARDINIERS, BECKETS, and TABLE, TEAK OVERMANTELS, TEAK SIDBOARD, DINNER WAGON, DINING SERVICE, GLASS WARE, CUTLERY, ENGRAVINGS, LACE CURTAINS, CARPETS, &c., &c.; **DOUBLE WARDROBES with GLASS DOORS, DOUBLE BEDSTEAD, TOILET TABLE, WASHSTAND and BATHROOM REQUISITES, &c., &c.**  
On View from Wednesday, the 3rd June. Catalogues will be issued.  
TERMS:—Cash on delivery.  
**GEO. P. LAMBERT,**  
Auctioneer.  
Hongkong, 30th May, 1903. [1579]

## PUBLIC AUCTION.

**THE** Underigned have received instructions to Sell by Public Auction, **TO-MORROW (THURSDAY),** the 4th JUNE, 1903, at 10 A.M., at **No. 31, SYDNEY ROAD,** **THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE,** comprising:  
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On View from Wednesday, the 3rd June. Catalogues will be issued.  
TERMS:—Cash on delivery.  
**GEO. P. LAMBERT,**  
Auctioneer.  
Hongkong, 30th May, 1903. [1579]

## PUBLIC AUCTION.

**THE** Underigned have received instructions from the CAPTAIN-SUBPREFECT OF POLICE, to Sell by Public Auction, on **FRIDAY,** the 5th JUNE, 1903, at 11 A.M., at the **FIRE BRIGADE STATION,** **Three MANUAL ENGINES and GEAR, Eight Lengths SUCTION HOSE, Nineteen Lengths DELIVERY HOSE, Sixty-five Suits UNIFORM, Twelve Pairs BEASS COUPLINGS, Two PRESSURE GAUGES, Twenty-five RUBBER VALVES, and One Lot OLD CANVAS, &c., &c.**  
Also  
at Noon, the same day, at the **CENTRAL POLICE STATION,** **A QUANTITY OF JEWELLERY;** And on **SATURDAY,** the 6th JUNE, 1903, at 11 A.M., at the **WATER POLICE STATION, Tim-ta-lam,** **Fifty-five SMALL CHINESE BOATS, Four WOODEN BENCHES, One Table, Forty-three old LAMPS, and a Quantity of old MANILA HEMP and COLE ROPE, of various lengths ranging from 1 to 34 in. in diameter.**  
TERMS:—As usual.  
**HUGHES & HOUGH,**  
Government Auctioneers.  
Hongkong, 28th May, 1903. [1562]

## PUBLIC AUCTION.

**THE** Underigned have received instructions from Mr. A. HARR, to Sell by Public Auction, on **SATURDAY,** the 6th JUNE, 1903, at 2.30 P.M., at his Residence, No. 16, ICE HOUSE STREET (Top Floor), **THE WHOLE OF HIS HOUSEHOLD FURNITURE,** comprising:  
WARDROBES, BEDSTEADS, CHEST-OF-Drawers, TABLES, PICTURES, TOILET TABLES, WASHSTANDS, DINING TABLE, GLASS and CROCKERY WARE, &c., &c.;  
Also  
One SEMI-GRAND PIANO by BROADWOOD & SON.  
On view from Friday, the 5th June. Catalogue will be issued.  
TERMS:—Cash on delivery.  
**GEO. P. LAMBERT,**  
Auctioneer.  
Hongkong, 1st June, 1903. [1580]

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**GEO. P. LAMBERT,**  
Auctioneer.  
Hongkong, 1st June, 1903. [1580]

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Hongkong, 1st June, 1903. [1580]

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Hongkong, 1st June, 1903. [1580]

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On view from Friday, the 5th June. Catalogue will be issued.  
TERMS:—Cash on delivery.  
**GEO. P. LAMBERT,**  
Auctioneer.  
Hongkong, 1st June, 1903. [1580]

## PUBLIC COMPANIES

**THE CHINA-BORNEO COMPANY, LIMITED.**

**NOTICE TO SHAREHOLDERS.**  
**THE STATUTORY MEETING** of the above Company will be held at the **COMPANY'S OFFICE, N. A. QUEEN'S BUILDINGS, on SATURDAY, the 6th JUNE, at Noon.**  
**J. WHEELEY,**  
General Manager.  
Hongkong, 22nd May, 1903. [1511]

**A. S. WATSON & CO., LIMITED.**

**THE FINAL DIVIDEND** for the year 1902, at the rate of Sixty Cents per Share (or Six per Cent. on the Capital of the Company, making Eleven per Cent. for the year) is payable at the **HONGKONG AND SHANGHAI BANK, Hongkong,** on and after this date, the 30th MAY, 1903, on Warrants to be obtained from the underigned. Local Shareholders are requested to apply at the **COMPANY'S OFFICE** for their Warrants.  
The **DIVIDEND** is also payable at the **HONGKONG AND SHANGHAI BANK, SHANGHAI,** on presentation of Warrants there-on and after the same date.  
By Order,  
**A. H. MANCELL,**  
Secretary.  
Hongkong, 29th May, 1903. [1570]

## NOTICES OF FIRMS

**NIPPON YUSEN KAISHA.**

**NOTICE.**

**DURING** my Temporary Absence from the Colony, Mr. T. S. TAKAYANAGI will assume charge of the Company's business at this port.  
**A. S. MIHARA,**  
Manager.  
Hongkong, 1st June, 1903. [1588]

**CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.**

**司公限有船輪華中**

**THE OFFICES** of the above Company have been OPENED at No. 35, QUEEN'S ROAD CENTRAL, 2nd FLOOR.

**CHINESE AMERICAN COMMERCIAL COMPANY.**

**司公美華**

**IMPORTERS, EXPORTERS AND MANUFACTURERS.**

**THIS** Company's Office are Established at Nos. 20 and 21, CONNAUGHT ROAD opposite Douglas Pier.

**NOTICE.**

**NOTICE IS HEREBY GIVEN** that the Partnership hitherto existing between **JOHN WARDEN KINGHOEN** and **JOHN MACDONALD** was DISSOLVED by mutual consent on the Thirty-first day of December, 1902, and that since that date the business of the former firm of **KINGHOEN & MACDONALD** has been carried on by **JOHN MACDONALD** in the firm's name of **KINGHOEN & MACDONALD.**  
**NOTICE IS FURTHER GIVEN** that as from this date the said business will be carried on by **JOHN MACDONALD** under the style **MACDONALD & CO.** and generally to act as the Company's Representative in this Colony, all communications in connection with the Atlas Company's Fire business should hereafter be made to the said Agent at the Office of the China Traders' Insurance Co. Ltd., in Queen's Buildings.  
Dated this 28th day of May, 1903. [1554]

## FIRE INSURANCE.

**ATLAS ASSURANCE CO., LD., OF LONDON.**

**ESTABLISHED 1808.**

**THE SECRETARY** of the **CHINA TRADERS' INSURANCE CO., LD.** having from this date been appointed AGENT for the FIRE DEPARTMENT of the **ATLAS ASSURANCE CO., LD.** with power to issue Policies, settle Losses, and generally to act as the Company's Representative in this Colony, all communications in connection with the Atlas Company's Fire business should hereafter be made to the said Agent at the Office of the China Traders' Insurance Co. Ltd., in Queen's Buildings.  
Dated Hongkong, 1st June, 1903.  
**P. P. ATLAS ASSURANCE CO., LD., C. N. MILLIKEN.**

**ATLAS ASSURANCE CO., LD., OF LONDON.**

**THE** Underigned having been appointed AGENT for the FIRE DEPARTMENT of the **ATLAS ASSURANCE CO., LD.** is prepared to issue Policies at Current Rates.  
The Company was Established in the year 1808 and the total Funds in hand (exclusive of Capital \$1,200,000), at the close of 1902 exceeded Two and a Quarter Million Pounds Sterling.  
**JAMES WHITTALL,**  
Secretary.  
CHINA TRADERS' INSURANCE CO., LD.  
Hongkong, 1st June, 1903. [1593]

## LESSONS IN FRENCH.

**NEW** and easy method of learning French in a few months, mainly by conversation with a Frenchman. Terms very moderate. Also Lessons in English by an English Lady.  
**B. R.**  
Care of Office of this Paper.  
Hongkong, 16th May, 1903. [1435]

**GRACA & CO.,** Importers and Exporters of Foreign and Colonial POSTAGE STAMPS, 33, Peel Street, Hongkong, have just received for sale at their stall at Hongkong Hotel Corridor a large variety of nice Pictorial Post Card Albums, Pictorial Post Cards, Panoramas of Hongkong, Macao, Canton, Chinese Costumes, Views, &c., &c., in Photography and Coloured Colotype. Assortment of Postage Stamp Albums, Letters, Hinges, Two-cent and other Philatelic goods. Prices to suit all Customers. Correspondents wanted. Foreign orders promptly attended to. Cash with order or 1st class reference [1113]

**QUAN WAH & CO.,**  
GRANITE MERCHANT CONTRACTORS.  
Dealers in  
**MARBLE AND GRANITE MONUMENTS.**  
No. 1, QUEEN'S ROAD EAST.  
Estimates, Designs & Prices on Application.  
All descriptions of Granite for Export.  
Hongkong, 17th October, 1902. [1186]

## INSURANCES

**PHENIX FIRE OFFICE**

The Underigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.  
**DOUGLAS LARPAK & CO.**  
Agents for the Phoenix Fire Office.  
Hongkong, 17th August, 1897. [28]

**SALAMANDER FIRE INSURANCE COMPANY.**

The Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
**HOTZ, S. JACOB & CO.,**  
Hongkong, 2nd April, 1900. [2]

**SUN INSURANCE OFFICE, LONDON**

FOUNDED 1710.  
The Underigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
**SIEMSEN & CO.,**  
Agents.  
Hongkong, 16th May, 1892. [28]

**NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.**

**TOTAL FUNDS** at 31st DECEMBER, 1901, £15,722,688.

**L. AUTHORIZED CAPITAL, £5,000,000 0 0**  
**SUBSCRIBED CAPITAL, 2,750,000 0 0**  
**PAID-UP CAPITAL, 687,500 0 0**  
**LI. FIRE FUNDS, 2,695,648 5 2**

The Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
**SEWAN, TOMES & CO.,**  
Agents.  
Hongkong, 1st July, 1902. [179]

**THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.**

INCORPORATED 1851.  
Cash Security ... .. £225,719  
Total Losses Paid ... .. £23,769,240

The Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

**WM. MEYERINK & CO.**

**NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG**

The Underigned AGENTS of the above Company are PREPARED to ACCEPT First Class Foreign and Chinese RISKS at Current Rates.

**SIEMSEN & CO.**

**AAHEN AND MUNICH FIRE INSURANCE CO. OF AACHEN-LA-CHAPEL.**

The Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

**REUTER, BROCKELMANN & CO.,**  
Agents.  
Hongkong, 21st April, 1897. [118]

**GENERAL MARINE INSURANCE COMPANY, LIMITED, OF DRESDEN.**

The Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT FOREIGN and CHINESE RISKS.

**HOTZ, S. JACOB & CO.**

**NORTHERN ASSURANCE CO.**

ESTABLISHED 1836.

The Underigned Agents of above Company are prepared to accept First-class Foreign and Chinese RISKS against FIRE at Current Rates.

**TURNER & CO.**

**CARTRIDGES.**

**NOBEL'S SPORTING BALLISTITE.** Absolutely Smokeless and Water-resisting. THE BEST NITRO-POWDER in this World. Price of 12-Bore CARTRIDGES: Powder only, and 1 oz. of Shot.

Primrose Cases ... .. \$3.00  
Pegamoid Cases ... .. 3.60  
Ejector Brass Cases ... .. 3.25

Apply to—  
**WM. SCHMIDT & CO.,**  
Gunmakers,  
Hongkong.

**HONGKONG, 3rd July, 1902** [165]

**CARMICHAEL & CLARKE,**  
CONSULTING ENGINEERS AND SHIPBUILDERS.

**SURVEYORS AND CONTRACTORS.** REPAIRS PROMPTLY ATTENDED TO.

**TELEGRAMS:** "CARMICHAEL," HONGKONG. A. B. Code, 4th Edition.

A 1 Code.  
Lieber's Standard Code.  
TELEPHONE, 232.  
Hongkong, 13th March, 1903. [3440]

**IMPERIAL BANK OF CHINA**

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1895.

**SUBSCRIBED CAPITAL, Shanghai Tls. 5,000,000.**  
**PAID-UP CAPITAL ... .. 2,500,000.**

**HEAD OFFICE—SHANGHAI.**

**BRANCHES AND AGENCIES:**  
Canton, Hankow, Peking, Chongking, Penang, Singapore, Tientsin.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

**HONGKONG BRANCH.**  
Advances made on approved securities. Bills Discounted.

**INTEREST ALLOWED ON DEPOSITS:**  
At 2% per annum on Current Account daily balances.  
3% per annum on Fixed Deposits for 3 months.  
4% " " " " 6 " "  
5% " " " " 12 " "  
E. W. RUTTER,  
Manager.  
Hongkong, 1st January, 1901. [23]

## BANKS

**THE NATIONAL BANK OF CHINA LIMITED.**

**AUTHORIZED CAPITAL, £1,000,000**  
**PAID-UP CAPITAL, £324,87**  
**HEAD OFFICE—HONGKONG.**  
**BOARD OF DIRECTORS:**  
CHAN KIT SHAN, Esq., J. S. HARTON, Esq., CHOW TUNG SHANG, Esq., J. LAURE, Esq., Chief Manager, 380, W. F. PLAYFAIR.

**Interest for 12 Months Fixed, 5%.**

**Hongkong, 12th May, 1903.** [21]

**HONGKONG SAVINGS BANK.**

**THE** Business of the above Bank is conducted by the **HONGKONG AND SHANGHAI BANKING CORPORATION.** Rules may be obtained on application.  
**INTEREST** on deposits is allowed at 3% PER CENT. per annum.  
Depositors may transfer at their option balances of \$100 or more to the **HONGKONG AND SHANGHAI BANK** to be placed on **FIXED DEPOSIT** at 4% PER CENT. per annum.  
For the **HONGKONG AND SHANGHAI BANKING CORPORATION,**  
**J. R. M. SMITH,**  
Chief Manager.  
Hongkong, 1st May, 1902. [20]

**HONGKONG & SHANGHAI BANKING CORPORATION.**

**PAID-UP CAPITAL, £10,000,000**  
**RESERVE FUND, £10,000,000**  
**STERLING RESERVE, \$10,000,000**  
**SILVER RESERVE, \$5,000,000**  
**RESERVE**



## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked k, nearest Hongkong h, midway between Hongkong and Kowloon m, and those vessels berthed at the Kowloon Wharf k.w., together with the number denoting the section.

1. From Green Island to the Harbour Master's.  
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

| ORIGIN                                       | VESSEL'S NAME    | FLAG & REG. | BERTH | CAPTAIN               | FOR FREIGHT APPLY TO        | TO BE DESPATCHED            |
|--|------------------|-------------|-------|-----------------------|-----------------------------|-----------------------------|
| LONDON                                       | CALEDON          | Brit. str.  | 2 m.  | W. B. Palmer          | BUTTERFIELD & SWIRE         | On 6th inst.                |
| LONDON, AC. VIA PORTS OF CALL.               | VALETTA          | Brit. str.  | 2 m.  | Holman                | P. & O. S. N. Co.           | On 6th inst., at Noon.      |
| LONDON & ANTWERP VIA SUEZ CANAL              | GLENFARG         | Brit. str.  | 2 m.  | McGregor Bros. & Gow  | BUTTERFIELD & SWIRE         | On 23rd inst.               |
| LIVERPOOL                                    | HYSON            | Brit. str.  | 2 m.  | Butterfield & Swire   | BUTTERFIELD & SWIRE         | On 20th inst.               |
| MARSHALLS, LONDON & ANTWERP V. SPORE, & C.   | PROMETHEUS       | Brit. str.  | 2 m.  | H. S. Bradshaw        | P. & O. S. N. Co.           | On 22nd July.               |
| MARSHALLS, LONDON & ANTWERP V. SPORE, & C.   | SADO MARU        | Jap. str.   | 2 m.  | S. J. G. Parsons      | NIIPPON YUSEN KAISHA        | On 12th inst., at Noon.     |
| MARSHALLS, LONDON & ANTWERP V. SPORE, & C.   | OKANININ         | Jap. str.   | 2 m.  | Guigues               | MESSAGERIES MARITIMES       | On 13th inst., at Daylight. |
| MARSHALLS, LONDON & ANTWERP V. SPORE, & C.   | FAIRBANK MARIE   | Brit. str.  | 2 m.  | Berenson              | MELCHERS & CO.              | On 16th inst., at 8 A.M.    |
| MARSHALLS, LONDON & ANTWERP V. SPORE, & C.   | ASTOR            | Brit. str.  | 2 m.  | H. Fraser             | NIIPPON YUSEN KAISHA        | Quick despatch.             |
| MARSHALLS, LONDON & ANTWERP V. SPORE, & C.   | KAWACHI MARU     | Jap. str.   | 2 m.  | H. Fraser             | NIIPPON YUSEN KAISHA        | On 27th inst., at Daylight. |
| MARSHALLS, LONDON & ANTWERP V. SPORE, & C.   | ALCINOUS         | Brit. str.  | 2 m.  | Butterfield & Swire   | BUTTERFIELD & SWIRE         | On 7th July.                |
| MARSHALLS, LONDON & ANTWERP V. SPORE, & C.   | PELEUS           | Brit. str.  | 2 m.  | Butterfield & Swire   | BUTTERFIELD & SWIRE         | On 21st July.               |
| MARSHALLS, LONDON & ANTWERP V. SPORE, & C.   | STENTOR          | Brit. str.  | 2 m.  | Butterfield & Swire   | BUTTERFIELD & SWIRE         | On 4th August.              |
| MARSHALLS, LONDON & ANTWERP V. SPORE, & C.   | DARDANUS         | Brit. str.  | 2 m.  | Butterfield & Swire   | BUTTERFIELD & SWIRE         | On 18th August.             |
| BREMEN, VIA PORTS OF CALL.                   | STUTTGART        | Ger. str.   | 2 m.  | P. Grosch             | MELCHERS & CO.              | On 11th inst., at Noon.     |
| HAYRE & HAMBURG                              | STRASBURG        | Ger. str.   | 2 m.  | Madson                | HAMBURG-AMERIKA LINIE       | On 16th inst.               |
| HAYRE & HAMBURG                              | SUEVIA           | Ger. str.   | 2 m.  | Borch                 | HAMBURG-AMERIKA LINIE       | On 30th inst.               |
| HAYRE & HAMBURG                              | NORDEN           | Ger. str.   | 2 m.  | Jabary                | HAMBURG-AMERIKA LINIE       | On 14th July.               |
| HAYRE & HAMBURG                              | WURZBURG         | Ger. str.   | 2 m.  | v. Binzer             | HAMBURG-AMERIKA LINIE       | On 25th inst.               |
| HAYRE & HAMBURG                              | OSAKA            | Ger. str.   | 2 m.  | Boch                  | HAMBURG-AMERIKA LINIE       | On 17th inst., P.M.         |
| TRIESTE, AC. VIA SINGAPORE & C.              | MORVIA           | Ass. str.   | 2 m.  | Soich                 | SANDERSON & CO.             | On 6th inst.                |
| GENOA, ANTWERP & LONDON                      | BENMOHR          | Brit. str.  | 2 m.  | Wallace               | GIBB, LIVINGSTON & CO.      | On or about 5th July.       |
| ODessa                                       | HERMANN LUCHE    | Rus. str.   | 2 m.  | Bradley & Co.         | SHAW, TOMES & CO.           | Quick despatch.             |
| NEW YORK, VIA SUEZ CANAL                     | PRINCE OF WALES  | Brit. str.  | 2 m.  | HEATHFORD             | ARNHOLD, KARBURG & CO.      | On 5th inst.                |
| NEW YORK, VIA SUEZ CANAL                     | HEATHFORD        | Brit. str.  | 2 m.  | CHARLES TIBBEGHLEN    | DODWELL & CO., LD.          | About 15th inst.            |
| NEW YORK, VIA PORTS & SUEZ CANAL             | EMPEROR OF CHINA | Brit. str.  | 2 m.  | EMPEROR OF CHINA      | CANADIAN PACIFIC R. CO.     | Today, at Noon.             |
| VANCOUVER, VIA SHANGHAI, & C.                | TARTAR           | Brit. str.  | 2 m.  | W. Thompson           | NIIPPON YUSEN KAISHA        | On 22nd July.               |
| VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, & C. | SHINANO MARU     | Jap. str.   | 2 m.  | B. H.                 | BUTTERFIELD & SWIRE         | On 16th inst., at 4 P.M.    |
| VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, & C. | TELEMACHUS       | Brit. str.  | 2 m.  | Truebridge            | DODWELL & CO., LIMITED      | On 17th inst.               |
| VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, & C. | TOHA MARU        | Jap. str.   | 2 m.  | A. Christensen        | NIIPPON YUSEN KAISHA        | On 30th inst., at 4 P.M.    |
| PORTLAND, OREGON                             | INDRASAMHA       | Brit. str.  | 2 m.  | B. P. Craven          | PORTLAND & ASIATIC S.S. CO. | On 14th inst.               |
| AUSTRALIAN PORTS                             | CHANGSHA         | Brit. str.  | 2 m.  | Helm                  | BUTTERFIELD & SWIRE         | On 10th inst.               |
| AUSTRALIAN PORTS                             | EMPIRE           | Brit. str.  | 2 m.  | E. W. Haswell         | GIBB, LIVINGSTON & CO.      | On 6th inst., at Daylight.  |
| YOKOHAMA & KOBE                              | KUMANO MARU      | Jap. str.   | 2 m.  | C. D. Bennett, R.N.R. | NIIPPON YUSEN KAISHA        | On 19th inst., at 4 P.M.    |
| YOKOHAMA, VIA SHANGHAI, MOJI & KOBE          | KWANGSI          | Brit. str.  | 2 m.  | C. D. Bennett, R.N.R. | P. & O. S. N. Co.           | On 12th inst., at Noon.     |
| MOJI, KOBE & YOKOHAMA                        | CHINOTU          | Brit. str.  | 2 m.  | J. Nagao              | NIIPPON YUSEN KAISHA        | On 5th inst., at Daylight.  |
| KOBE & YOKOHAMA                              | CEYLON           | Brit. str.  | 2 m.  | J. W. Wale            | NIIPPON YUSEN KAISHA        | On 19th inst., at Daylight. |
| KOBE & YOKOHAMA                              | HIROSHIMA MARU   | Jap. str.   | 2 m.  | W. Townsend           | NIIPPON YUSEN KAISHA        | On 25th inst., at Noon.     |
| KOBE & YOKOHAMA                              | TAMBA MARU       | Jap. str.   | 2 m.  | E. L. Pyro            | NIIPPON YUSEN KAISHA        | On 17th inst., at Noon.     |
| KOBE & YOKOHAMA                              | SANUKI MARU      | Jap. str.   | 2 m.  | A. E. Moss            | BUTTERFIELD & SWIRE         | On 6th inst.                |
| KOBE & YOKOHAMA                              | KAWATA MARU      | Jap. str.   | 2 m.  | G. W. Cookman, R.N.R. | P. & O. S. N. Co.           | About 6th inst.             |
| SHANGHAI                                     | WEHU             | Brit. str.  | 2 m.  | T. Ogata              | OSAKA SHOSHEN KAISHA        | On 7th inst.                |
| TAMSAI, VIA SWATOW & AMOY                    | DAIJIN MARU      | Jap. str.   | 2 m.  | I. Goto               | OSAKA SHOSHEN KAISHA        | Today.                      |
| FOOCHOW, VIA SWATOW & AMOY                   | ANPING MARU      | Jap. str.   | 2 m.  | Glahn                 | MELCHERS & CO.              | Quick despatch.             |
| FOOCHOW, TONGKU & PORT ARTHUR                | SIAM             | Dan. str.   | 2 m.  | T. Saito              | OSAKA SHOSHEN KAISHA        | On 9th inst.                |
| ANPING, VIA SWATOW & AMOY                    | MAIDZURU MARU    | Jap. str.   | 2 m.  | Gibson                | DOUGLAS LAFRAIK & CO.       | On 10th inst.               |
| SWATOW                                       | HAIRLOONG        | Brit. str.  | 2 m.  | Boech                 | DOUGLAS LAFRAIK & CO.       | On 5th inst., at 11 A.M.    |
| SWATOW, CHEFOO & TIENTSIN                    | NANCHANG         | Brit. str.  | 2 m.  | Boech                 | BUTTERFIELD & SWIRE         | On 5th inst., at 5 P.M.     |
| SWATOW, AMOY & FOOCHOW                       | HAIFAN           | Brit. str.  | 2 m.  | Boech                 | BUTTERFIELD & SWIRE         | On 5th inst., at 4 P.M.     |
| MANILA                                       | SURGIANG         | Brit. str.  | 2 m.  | Payne                 | JARDINE, MATHESON & CO.     | On 6th inst., at 10 A.M.    |
| MANILA                                       | CHANGSHA         | Brit. str.  | 2 m.  | R. W. Almond          | SHAW, TOMES & CO.           | On 6th inst., at 10 A.M.    |
| MANILA                                       | RUBI             | Brit. str.  | 2 m.  | N. Tate               | OTO KISEN KAISHA            | On 13th inst., at 10 A.M.   |
| MANILA                                       | ROSETTA MARU     | Jap. str.   | 2 m.  | R. Bodger             | SHAW, TOMES & CO.           | On or about 2nd inst.       |
| MANILA DIRECT                                | ZAFIRO           | Brit. str.  | 2 m.  | H. W. Kenrick         | P. & O. S. N. Co.           | On 13th inst., at 10 A.M.   |
| SINGAPORE, COLOMBO & BOMBAY                  | TIENTSIN         | Brit. str.  | 2 m.  | A. Stewart            | DAVID SASSON & CO., LD.     | On 11th inst., at Noon.     |
| SINGAPORE, PENANG & CALCUTTA                 | CATHERINE APCAR  | Brit. str.  | 2 m.  | Belsito               | CARLOWITZ & CO.             | On 16th inst., at Noon.     |
| BOMBAY, VIA SINGAPORE & COLOMBO              | CABRI            | Ital. str.  | 2 m.  | T. Mural              | NIIPPON YUSEN KAISHA        | On 16th inst., at Noon.     |
| BOMBAY, VIA SINGAPORE & COLOMBO              | BOMBAY MARU      | Jap. str.   | 2 m.  |                       |                             |                             |

## SHIPPING.

**ARRIVALS.**  
June 1. APENNINE, German str., 611, A. P. Uldrup, Pakhoi and Hoihow 26th May, General.—JENSEN & CO.  
June 1. HALDIS, Norwegian steamer, 1005, Jensen, Rangoon 16th May and Hoihow 31st, General.—CHINESE.  
June 1. HIPSANG, British str., 1,947, W. S. Stuker, Shanghai 28th May, General.—JARDINE, MATHESON & CO.  
June 1. RUBI, British str., 1,611, R. W. Almond, Manila 30th May, General.—SHEWAN, TOMES & CO.  
June 1. SUEVIA, German str., 3,795, Th. York, Shanghai 28th May, General.—HAMBURG-AMERIKA LINIE.  
June 1. TIENTSIN, British str., 2,555, H. N. Kennik, Kobe 23rd May, General.—P. & O. S. N. Co.  
June 2. CAPRI, Italian str., 2,712, G. Debito, Bombay 16th May and Singapore 27th, General.—CARLOWITZ & CO.  
June 2. FAUSANG, British str., 1,410, R. Cox, Chefoo via Newchwang 28th May, General.—JARDINE, MATHESON & CO.  
June 2. HEATHFORD, British str., 2,500, J. Muller, Moji and Amoy 31st May, Coal.—J. JEFFRIES.  
June 2. KWANGSI, Chinese str., 1,505, R. Lincun, Shanghai 28th May, General.—CHINESE.  
June 2. MACDOFF, British str., 1,882, R. Glegg, Liverpool 18th April, General.—DODWELL & CO., LD.  
June 2. N. BIA, German str., 3,484, C. von Hoff, Shanghai 28th May, General.—HAMBURG-AMERIKA LINIE.  
June 2. NORDEN, German str., 2,663, F. Faburg, Hamburg 8th April, General.—HAMBURG-AMERIKA LINIE.  
June 2. TAMBA MARU, Japanese str., 3,900, J. W. Wale, Singapore 27th May, General.—NIIPPON YUSEN KAISHA.  
June 2. YONAN, British str., 1,206, Benson, Shanghai 28th May, General.—BUTTERFIELD & SWIRE.  
**CLEARANCES.**  
At the Harbour Master's Office.  
2nd June.  
Aki Maru, Japanese str., for Shanghai.  
Anping Maru, Japanese str., for Swatow.  
Haitong, British str., for Swatow.  
Haldis, Norwegian str., for Amoy.  
Hangang, British str., for Shanghai.  
Hanoi, French str., for Hongkong.  
Hipsang, British str., for Canton.  
Hongkong, British str., for Amoy.  
Jacob Diederichsen, German str., for Tientsin.  
Kagoshima Maru, Japanese str., for Singapore.  
Kwangsi, Chinese str., for Canton.  
Merfuo, Chinese str., for Shanghai.  
Perla, British str., for Kobe.  
Rohilla Maru, Japanese str., for Manila.  
Shantung, German str., for Singapore.  
Tamsui, British str., for Amoy.  
Yunnan, British str., for Canton.  
**DEPARTURES.**  
2nd June.  
Aki Maru, Japanese str., for Seattle.  
ALGERINE, British str., for Miss Bay.  
HANGSANG, British str., for Shanghai.  
HANOR, French str., for Hongkong.  
HIPSANG, British str., for Canton.  
JACOB DIEDERICHSEN, Ger. str., for Chefoo.  
KAGOSHIMA MARU, Jap. str., for Bombay.  
MORVIA, Chinese str., for Shanghai.  
ROHILLA MARU, Japanese str., for Manila.  
SALAZIE, French str., for Europe.  
**VESSELS IN DOCK.**  
2nd June.  
Kowloon Docks.—Molones, Canton River, Tagabas, San Joaquin, Decima, Nanchang, H.M.S. Tamar.  
**SHIPPING REPORT.**  
The British steamer *Fausang*, from Newchwang via Chefoo 28th May, had fresh to strong

southerly winds to Turnabout; moderate from there to port; dense fog off N.E. Promontory, and slightly foggy all down the China coast. Fast easterly, Wuyang, in lat. 17° 13' N., long. 121° 16' E., bound South.

## VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

**THE Steamship**  
"CATHERINE APCAR."  
Captain A. Stewart, will be despatched for the above ports TO-MORROW, the 4th June, at Noon.  
For Freight or Passage, apply to  
DAVID SASSON & CO., LD., Agents.  
Hongkong, 30th May, 1903. [1336]

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

**FOR MANILA.**  
**THE Company's Steamship**  
"YUENSANG."  
Captain Payne, will be despatched as above on FRIDAY, the 5th inst., at 4 P.M.  
This steamer has superior accommodation for First-Class Passengers, and is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO., General Managers.  
Hongkong, 2nd June, 1903. [1357]

**THE EAST ASIATIC COMPANY, LIMITED.**

**FOR FOOCHOW, TONGKU AND PORT ARTHUR.**  
**THE Danish Steamer**  
"SIAM."  
Captain Glahn, will be ready to load on or about FRIDAY, the 5th June.  
For Freight or Passage, apply to  
MELCHERS & CO., Agents.  
Hongkong, 30th May, 1903. [1355]

**AMERICAN AND ORIENTAL TRANSPORT LINE.**  
**STEAM FOR NEW YORK VIA SUEZ CANAL.**  
**THE Company's Steamship**  
"HEATHFORD"  
will be despatched on FRIDAY, the 5th June.  
For Freight, apply to  
ARNHOLD, KARBURG & CO., General Eastern Agents for China.  
Hongkong, 20th May, 1903. [1338]

**WING ON STEAMSHIP COMPANY.**  
**HONGKONG-MACAO LINE.**  
S.S. "CHU KONG" (Captain Mason).  
**DEPARTURES from Hongkong to Macao**  
daily at 7:30 A.M. (Sunday included).  
Departures from Macao to Hongkong daily at 2 P.M. (Sunday included).  
This steamer is the fastest and has superior Cabin accommodation.  
Further Particulars may be obtained at the Office of the  
WING ON STEAMSHIP CO.,  
No. 42, Bonham Strand West.  
Hongkong, 16th May, 1903. [1346]

## TOYO KISEN KAISHA

## MANILA

## LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewards on board.

| Steamship      | Captain      | Tons | Sailing Date                   |
|----------------|--------------|------|--------------------------------|
| "ROSETTA MARU" | N. Tate      | 3876 | Saturday, 6th June, at 11 A.M. |
| "ROHILLA MARU" | E. P. Bishop | 3869 | Friday, 12th June, at 11 A.M.  |

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.  
Hongkong, 3rd June, 1903. K. NAKASHIMA, Manager. [478]

## IMPERIAL GERMAN MAIL LINE.

**NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE**  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS. ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALLVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.  
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

| STEAMERS       | SAILING DATES           |
|----------------|-------------------------|
| STUTTGART      | THURSDAY 11th June      |
| RUHRO          | THURSDAY 25th June      |
| PREUSSEN       | THURSDAY 9th July       |
| * HAMBURG      | THURSDAY 23rd July      |
| PRINZ HEINRICH | THURSDAY 6th August     |
| SAESEN         | THURSDAY 20th August    |
| * KLAUSCHOU    | THURSDAY 3rd September  |
| BAYEN          | THURSDAY 17th September |

\* Steamers of the Hamburg-Amerika Linie. † Calling at Amsterdam.

ON THURSDAY, the 11th day of June, 1903, at NOON, the Steamship "STUTTGART" of the NORDDEUTSCHER LLOYD, Captain P. Grosch, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port at above, CALLING AT NAPLES and GENOA.  
Shipping Orders will be granted till NOON on TUESDAY, the 9th June, Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 10th June, and Parcels will be received at the Agency's Office until NOON on WEDNESDAY, the 10th June.  
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2 50, and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation, and carries a Doctor and Stewards.  
Linen can be washed on board.

**NORDDEUTSCHER LLOYD.**  
For further Particulars, apply to  
MELCHERS & CO., AGENTS.  
Hongkong, 28th May, 1903. [135]

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR PORTLAND, OREGON  
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.  
STEAMSHIP TONS CAPTAIN TO SAIL ON  
"INDRASAMHA" 5,197 R. P. Craven June 14, 1903  
"INDEAVELL" 4,890 W. E. Craven July 14, 1903  
"INDEAVELL" 4,890 A. E. Hollingsworth August 14, 1903  
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to  
ALLAN CAMERON, GENERAL AGENT.  
Hongkong, 25th May, 1903. [134]

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon staterooms. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA

## STEAMSHIP COMPANY, LIMITED.

| STEAMSHIP | Tons | CAPTAIN      | FOR           | SAILING DATE             |
|-----------|------|--------------|---------------|--------------------------|
| RUBI      | 2540 | R. W. Almond | Manila Direct | Sat., 6th June, 10 A.M.  |
| ZAFIRO    | 2540 | R. Bodger    | Manila Direct | Sat., 13th June, 10 A.M. |
| PERLA     | 1890 | J. McGinty   |               |                          |

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 1st June, 1903

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## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

| FOR  | STEAMERS | TO SAIL ON      | REMARKS                    |
|--|----------|-----------------|----------------------------|
| SINGAPORE, COLOMBO and BOMBAY  | TRIENHIN | About 2nd June  | Freight only.              |
| LONDON, &c.  | VALETTA  | Noon, 6th June  | See Special Advertisement. |
| SHANGHAI   | MASITIA  | About 6th June  | Freight or Passage.        |
| MARSHALLS, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID | BOMBAY   | Noon, 12th June | Freight or Passage.        |
| YOKOHAMA, VIA SHANGHAI, MOJI, KOBE and YOKOHAMA                              | CEYLON   | About 13th June | Freight or Passage.        |

For further Particulars, apply to

E. A. BEWETT,

Superintendent.

Hongkong, 30th May, 1903.

[1]

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

| STEAMERS   | DESTINATIONS                     | SAILING DATES | REMARKS               |
|------------|----------------------------------|---------------|-----------------------|
| STRASSBURG | HAYRE and HAMBURG                | On 16th June  | Freight & Passengers. |
| SUEVIA     | Callings at Singapore and Penang | On 30th June  | Freight.              |
| NIIPPON    | HAYRE and HAMBURG                | On 14th July  | Freight.              |
| WURZBURG   | HAYRE and HAMBURG                | On 28th July  | Freight & Passengers. |
| BADENIA    | HAYRE and HAMBURG                | On 11th Aug.  | Freight.              |

For Further Particulars, apply to  
HAMBURG-AMERIKA LINIE.  
HONGKONG OFFICE,  
QUEEN'S BUILDINGS, No. 1.

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

**SAFETY. SPEED. PUNCTUALITY.**  
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.  
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

## PROPOSED SAILINGS FROM HONGKONG.

## (SUBJECT TO ALTERATION).

| R.M.S.             | Tons  | WEDNESDAY | 1903 |
|--------------------|-------|-----------|------|
| "EMPRESS OF CHINA" | 6,000 | 3rd June  |      |
| "EMPRESS OF INDIA" | 6,000 | 24th June |      |
| "EMPRESS OF JAPAN" | 6,000 | 15th July |      |
| "TARTAR"           | 4,225 | 22nd July |      |
| "EMPRESS OF CHINA" | 6,000 | 5th Aug.  |      |
| "ATHENIAN"         | 3,882 | 12th Aug. |      |
| "EMPRESS OF INDIA" | 6,000 | 26th Aug. |      |

THE magnificent TWIN-SCREW "EMPRESS" STEAMSHIPS of this Line pass through the FINEST INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which have daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

**SPECIAL RATES** (First class only) granted to Admirals, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Government.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.  
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to







